ONE DOLLAR PER ANNUM Wednesday, Oct. 29, 1684.

DEMOCRATIC TICKET.

FOR PRESIDENT,

GROVER CLEVELAND, OF NEW YORK.

FOR VICE-PRESIDENT.

THOS. A. HENDRICKS, OF ISLIANA.

FOR ELECTORS FOR THE STATE AT LARGE.

J. D. C. Atkins, of Henry, Robert L. Taylor, of Washington.

POST DESTRUCT DESCRIONS.

- R. bert Burrow, of Carter.
   S. G. H fskell, of Knox.
   Columbus Marchbanks, of White.
- M. S. Etkin, of Summer.
   Errose Pillow, of Murchall.
   J. W. Judd, of Roberts in.
- 5. J. W. Jimie, of Honorwal.
  7. L. P. Palgott, of Manry.
  8. R. P. Cole, of Henry.
  9. W. P. Caldwell, of Weakley.
  10. J. Harvey Mather, of Shelby.

FOR GOVERNOR. GES. WM. B. BATE, of Davidson.

POR RATIONAL COMMISSIONERS.

FOR CHICAGORESE.

JAS. D. RI-HARDSON. West Virginia went Demogratic last

week by the us ml majority.

Col. W. A Henderson's appoint-

Hatton, Postmaster General.

Notwithstanding the fact that the drought has been pretty general, new corn is not selling as high as was antici-

The State Executive Committee have out a list of appointments for ex-Gov Marks in West Tennessee.

Capt. W. E. Donaldson, formerly of this county, is the Democratic nominac for the Senate from the Chattanooga

The Jackson Tribone and Sun says Mrs. Lockwood's Presidential campaign is as loose as a Mother Hubbard, but don't draw as well.

The Presidential vote of Tennessee in 1880 was: Hancock, 130,169; Garfield, 107,679; Weaver, 5,916. The "stay-at-home" vote numbered 101,151

The Grand Encampment of Tennes see, I. O. O. F., convened in amount session at Memphis yesterday. The Grand Lodge meets at the same place

Hon, Joseph Ackien, who was dropped by the Democrats in the Thire Louisiana District, has been taken as and nominated for Congress. by the Republicans.

In a difficulty at Clarksville, recently, between E Shelton and Jas Trice, Trice fired three shots, slightly wounding Shelton and killing Rola. Post, a bystander.

Miss Mary Garrett, of Baltimore, is said to be the richest unmarried lady in the world. Her wealth is estimated all the way from \$15,000,000 to \$50,000,-000. She is 28 years old.

The drammers have nominated Joe Mulhatton for President, and an exchange says he was nominated "in hopes that his fine points as a liar may be shown up by the side of Blaine's of fulgency in that line."

Hon. Thos. J. R. Swafford, State Senstor, became involved in a shooting scrape at Sparta, recently, with Sheriff Hudson, and was so badly wounded that he died at 8 p. m. the day of his wounding.

Clarksville Chronicle: The thing goes under a misnomer. It is not "the Railroad Commission question"; in Railroad Commission is allowed to not in this State. Its proper appellation is the Savage & Co. pension scheme.

The Democratic party was not count ing on receing the vote of Ohio at the recent election, nor does it expect any encouragement from that State in the November election, but does expect. and will certainly receive, a large Denocratic majority in Indiana.

Mr. Floyd Estill has withdrawn from the race as a candidate for Representative. This leaves four candidates still in the field, to-wit : W W. Gordon, J. M. Kelley and Thos. A. Keith, sr. (Democrats,) and Lee L. Ayers, Re

H. M. Doak and others who recently purchased what they thought to be a controlling interest in the Memphis Av alanche have become involved in a law suit over the matter. Mr. Phelau, of Memphis, claims to have bought from Mrs Nicholls the interest formerly own ed by her deceased hosband, and that this represents a controlling interest.

## Railway Commission.

THE FACTS.

Mr. Stahlman replies to the Letter of Mr. Turley.

Comparison of Rates showing the Commission Abstrally.

To the American: The press and people will beer me out in the statement that the owners and man-ngers of railroad property in Termesses have submitted in silence to much misrop-resentation, villification and abuset that they have defended only when further silence would seem to give color to the charges and falsehoods put in circulation

to the deriment of their property.

Col. John H. Savage has recently put forward a circular beaded: "Rallroads in Tennessee—Their War upon the People"—the caption being an index of what was to follow. It did not take long to discover that the propelling against a substantial follow. If did not take long to discover that the pamphlet contained a substantial rehash of his Torialount and Sparta speeches, sandwiched with legal points, furnished by the attentive in the commission cases, which there learned judges, in their opinion said had no bearing upon the question at beue in Tennesco.

And now comes the clover month from East Tennessee, Mr. Turky gest to state a single fact having any special berring upon the commission; not to show that fifty-six Isemocratic journals in the State have expressed themselves in opposi-tion to the commission, but with the cry of water, water, water, seeking thereby to divert attention from their own short-

comings.

These gentlemen are evidently getting warm under the collar, and need the cooling influence of water to counteract the effect of

their heated condition.

They understand full well that the fulles. of their brief carser have not used the approval of the masses; they kneer "they have been weighed in the bahares, and found wanting." Realizing this Mr. Turky proceeds to beliater the East Transactivity of the Company of the Compa its stock, and exclaims in evident threes of agony, "My countrymen, my countrymen, open your eyes to this great subject?' What the farmers or merchants of Tennes Col. W. A Henderson's appointment to speak here on the 27th has been cancelled.

The President has appointed First Assistant Postmaster-General Frank Hatton, Postmaster-General.

What the farmers or merchants of Tennessee care about the water in the stock of the East Tennessee road is not shown; they are a reasonable sensible people; they have no interest in "stock jebbing;" the success of Vanderbilt and Gould, or the failure of Villard, Seney, Babiwin and Kean interest rates of freight and fare—they want no more.

But admitting they have an interest

what are the facts?
In 1870, when the stock of the East Ten nessee, Virginia and Georgia was \$2,000,000 it consisted of 242 miles. Between 1870 and 1830 it bought and constructed the following additional reads: Cleveland to Dalton, twenty-eight miles; Alaboum Cen-tral, 113 miles; Soims, Rome and Dalton 171 miles; total, 312 miles. In addition to this it largely increased its equipment an improved its road-bed and machinery Thus taking Mr. Turiey's figures as a basi a dilapidated road, poorly equipped, was 1870 stocked at 88,000 per mile, while in 1880 a well equipped and conditioned line

was stocked at \$8,000 per mile.
"In 1381," says Mr. Turley, "there was a second water;" true, but why? From 1880 to 1883 the company acquired by purchase and construction the following

î	lines:	
	Macon and Branswick Rome to Macon Ooltowah cut off Point Rock featieth	175
	Knoxville and Ohio Jellice extension Morristown branch Other branches.	26
	Total Mileage in 1880.	New Est
	Making a total of	7 1

this additional property could have been acquired for nothing? Can estimate to bought or built wishout money? Whe said awaiter issue of bonds an absolute over-sity to pay for the 565 additional miles of ward?
In 1870 the bonded debt. ( See and )

was \$17,000 per mile; it is to a ment in readwork steel rails, is to such no increase of vid trate; suppose I had in its and lot either in Na-hvide or being \$17,960, and the house was old, no \$17,000, and the leave was really a Lock-pairs, in fact, a general overhood less Lock-ing to the needed in proveniers, that apert my rentals amounting to \$5,000, and put my rentals amount inconvenient in the them into permanent improvements to the building; is not my property smithed to be valued at \$5,000 naire? Most assuredly. And this is precisely the situation with the

East Tennessee, Virginia and Georgia road,

But, says Mr. Turley, how about that immense issue of income bonds, preferred and common stock? I answer it am nothing, absolutely nothing, and has no bearing upon the question at issue, it has not added one dollar to the visite of the property, and will not require a single dollar more revenue to sustain it. The in-terest upon the first mortgage bounded debt and operating expenses are a fixed charge which must be met; beyond this there is no obligation whatever. What matters it, therefore, whether the read is stocked at one dollar or one hundred million? It has paid no dividend upon the stock, never proposed to, and, perhaps, never will. If there is a road in the State in which the stockholders are deserving of sympathy, it is the East Tennessee, Virginia and Georgia. Be-ginning with 1858 to 1873, a period of fifginning with 1858 to 1873, a period of fitteen years, the stockholders received not a
dollar of dividend, and from 1858 to 1889,
inclusive, a period of twenty-two years, thy
received as dividends only an average of
1 rs per cent, per annum. Would any
farmer, would any merchant, would Mr.
Turley invest his money in property which
promises no better return?

I do not by this process of reasoning seek
to palliate or excuse the extravagant issue
of income bonds and stock, which, to my
mind, was, in some respects, a questionable

mind, was, in some respects, a questionable experiment. Some say immense fortunes have been made by these stock jebbing operations; very true, perhaps; but has this been done at the expense of the people of the State? Admit that one or two of our the State? Admit that one or two of our distinguished fellow-citizens, and perhaps others, did manage to come out ahead, the money was not filched from the pockets of the people; it was taken from Wall Street, New York, and is now being invested largely in other enterprises of the state. However much, therefore, such watering processes may be disapproved, the people of Tennessee lost not a farthing by them. They have been the means, as already shown, of constructing many miles of roal shown, of constructing many miles of road which the people may use to a great advantage in getting their produce to market.

They have given to the people of Tennes-A direct and competing line via Jel-lico to Louisville, Cincinnati, Chicago, and the Great West.

2. A line under one management from Bristol, Tenn., to Meridian, Miss. 3. A competing line to Atlanta, Ga., Macon, Ga., and the South Atlantic const.
The beneficiaries of these stock jobbing operations are the people of Tennessee.
The sufferers may be found in Wall Street,

New York.
The direct fling at "another road" is all uncalled for, and only shows how little Mr. Turley knows concerning a question so vi-tally affecting the property he and his as-sociates are trying to control. If the gen-tleman had taken the pains to even inquire, he would at once have discovered that the proposed new issue of bonds and stocks was to cover the cost of constructing the Jellico connections of the Louisville and Nashville and the completion of the Owens-

boro and Nashville, a part of the Louisville and Nashville system. Such loose and reckless insinuations serve only to further

weaken public confidence in the aims and fitness of the present commission. So much for watering and stock jobbing. Let us now look into the question of rates, upon which Mr. Turley endeavors to treat,

referring to grain. He says:
"Say that the party to whom you sell sells again in the Atlanta market, and that it is there worth minely cents per bushel, and that the amount charged by the read for delivering the wheat is eighteen cents per 100 pounds, or 10% cents per bushel, does not the party to whom you sell first deduct this sum from the Atlanta price, and then take from three to five cents per bushel for his services and risk to detername what he can pay you for your whom? Now if the freight charge is three cours per ashel too high is not this amount unjustly sken directly from you, and does it not, herefore, deprive you to that extent of that justly belongs to you?" Eighteen cents per 190 pounds to Atlanta,

has Mr. Torley, is too high, but he fails to left you that the rate from his station—Charleston, Tenn.—is only cleven cents per 100 pounds. From a granary he goes to a show store. Hear him: "For instance, a merchant pays \$1.25 for a brogan shoe, and the freight on the same is ten cents, and he is willing to sell it to you for 25 per cent, profit, he adds the freight to the original cost, and charges you 25 per cent, on the total cost. He can not do otherwise and total cost. sustain his business, because he has to pay spot each for freight, and could not afford

Ten cents freight on "a brogan!" This again shows how little the gentleman knows of the business he is undertaking to discuss. The average rate on a pair of brogan shoes shipped to or from the most distant

distant point in Tennessee is less than one cost per pair, and including shipment from Roston, Mass., to any point in Tennessee, will not exceed 1) cents.

Having disposed of M. Turley's complaint against the tariff of rates as fixed by the military let us your compare to account. callroads, let us now compare to see what t promised under the commission plan by Mr. Turkey and his associates. In making this comparison, I have been careful to take the shortest given distance and com-pute the commission rates upon the basis of the rates proposed by the Tennesses commission, adding thereto for shipments be-yond the state limit such rates as would be applied maler the commission system out-

side of the state.

To illustrate, we will take grain per 100 pounds in car load quantities.

	familie in car road dramaces	
	From Charleston, Tenn., Rathroad	Conarnis-
ì	Atlanta, Ga	1614 2014
	Schma, A1a 17 Charleston, S. C. 20	4034
	From Athens, Tenn.,	444.7
9	Atlanta, Ga	17.56 2056
9:	Charleston, S. C	4136
2	Atlanta, Ga	20%
1000	Augusta Ga 31 Selma, Ala 24 Charleston, S. C. 35	32 32
	From Morristown, Tenn.,	11.0
i×	Atlanta, Ca	2316 8374
400	Charleston, S. C	1656
200	From Greeneville, Tenn.,	0017
11	Atlanta, Ga. 20 Augusta, Ga. 51 Selma, Ala 27	20114
11	Charleston, S. C	47

Going a little further, we will take rates on grain, per 100 lbs., car load

To New York, Railroad Commis-Rate, sion Rate, Charleston, Tenn

What is here said of East Tennesce will apply with equal force to all points in Middle and West Tennessee, and as fully 90 percent, of all the traffic moved by rail er goes beyond the border of the de horse here a practical illustration of the cost to which the farmers of Tennessee were to be invited by the gentlemen aspiring to act as commissioners if they had been allow of to perfect their plans. It is a for-tunate thing for the farmer and the people in general that the court granted an injuncand stopped the wreeking process which over Oh! but, say these gentlemen, were not going to apply our Tennessee apon through traile. We would make I rates on such business. Special rates, If you admit that special rates are a ty, and that through traffic will not bear the same rates per mile that are applied to local business, then all of your arguments fall to the ground and your com-mission plan is an admitted failure. It is upon the theory of "away with special rates and competitive through rates" that you have second a hearing at all. Abandon that, and your occupation is gone. Adopt it under your own plans, as shown by the foregoing tables, and you ruin the

But, say the commission, we are not going to let you make our figures. Beg parden, gentlemen, I have not done so. The foregoing tables are based upon the figures printed in your tariff, a copy of which is

The general interest in this railroad ques-tion demands a little further investigation of the work of the Temessee commission, for which the people have paid six or seven thousand dellars and received not a dellar's worth of benefit, Messrs, Savage, Turley and Gordon were appointed in March, 1883, Their salaries date from that period.

After a lapse of about eight months, dur-ing which time no visible service was performed except to endeavor to persuade some people that the railroads (great, grinding monopolies, so-called,) were doing the people great damage, they went to work to make a tariff. True, the roads were chargeing but 3 cents per mile on passengers, while their charters allowed them 5, and 20 to 50 per cent. less upon freight than the char-tered rights gave them. But what did they care for chartered rights? They must make capital, political capital, our of their posi-tion, and the only way to do so was to plunge in to destroy the railroad regardless of char-ter or any other right.

ter or any other right.

Well, to work they went. They made a tariff, looked it over, found it would not do, and tore it up. They made a second, which shared the same fate; finally in utter despair and realizing the importance of doing something and their inability to do it, they fell upon the plan of taking up the Georgia tariff and making it fit the business of Tennessee. When we consider the charac-ter of traffic in Georgia and compare it with Tennessee, the ridiculous attitude of the Tennessee commission becomes apparent. The products which Georgia exports consist mainly of cotton goods, turpentine, resin, fertilizer and pine lumber; the products exported by Tennessee consist of wheat, corn, flour, live stock, coal, pig iron, hardwood, lumber, copper, marble, etc. The attempt to make the Georgia tariff fit the

business of Tennessee was like making a hay wagon carry a load of shelled corn. hay wagon carry a load of shelled corn.

Yet the gentlemen went right along.
Beginning with the first class, they went
through the entire Georgia tariff, and
adopted class after class and figure after
figure until they reached the end. Looking
it over, they evidently concluded that the
state prison (Mr. Cherry's wagon and
furniture factory) had not been provided
for. True, the Georgia tariff had provided
for wagons and furniture, but this would
not do for Mr. Cherry. He must have
special rates. They, therefore, created a
special column for the products of the penitentiary, and reduced the Georgia rates to
one-half.

This sudden extraordinary departure

This sudden extraordinary departure from the Georgia basis was, however, likely to lead to trouble. So, to appease somebody, the railroad, perhaps, for the extraordinary reduction of penitentiary rates, they put up the rates on farmers' products, such as

grain, bacon, flour, etc., assuming, I take it, that this would satisfy the railroads, and as the farmer was not familiar with rail-road tariffs, he, perhaps, would never find it out. Herewith find the figures:

wes, etc. unit our	the sarks, per 100 at in sacks, per 100, at in sacks, per 100, are, etc. they straw, rang quantity, per 100, per sary quantity, per 100, per	TCL 8.
H 813	8 E 1	Georgia Commission,
11 00 11	89 HB H	Tennessee Commis-
\$ 8 B	80 40 H	'unissimuto' nistoso
# 8 # %	811 11 11 11 11 11 11 11 11 11 11 11 11	Tormessee Commis-
8 8 B	8 8 8 8 8 8 8 8 8	Georgia Commission, 100 miles
2 8 E	영. 8분 원교 보	Tennessee Commis-

C L stands for ear load. L C L stands for less than a car load-

True, the gentlemen have undertaken an explanation, but explanations won't get rid of facts and figures. They say something about carriers' and

owners' risk upon furniture, etc. There is nothing in it. The table, as given above, is upon the basis of "owner's risk" for the Georgia as well as the Tennessee tariff. They say, also, that neither Mr. Cherry, nor any one representing him, ever solicited the tariff on wagons and furniture to be made. This may be true, and yet it may have been made for his bonefit. Thinking people, and this state is full of them, know the relations that Mr. Cherry bears to this railway commission scheme, and will have to be furnished with better evidence than yet adduced to make them believe that the commission adopted the Georgia rates all the way through until they got to Mr. Cherry's penitentiary product, and then without any motive reduced rates upon his furniture and wagons to about one-half, and advanced rates upon the farmer's product from 10 to 20 per cent. And this leads to the pertinent inquiry, if a commission, at the outset, whether from proper or improper motives, makes such discriminations as these, what business interest in the state would be safe in their hands?

In any event, what is the necessity for a commission? Are the farmers complaining? No. Are the merchants or shippers complaining? No. Are not the railroads, farmers, manufacturers, and merchants going hand in hand in an earnest effort to develop the resources of Tennessee, and make her a great state? Why then have a commission? The answer is plain—a few politicians want it. The offices are what they are after; places must be provided for favorite friends, perhaps to shelve them and get them out of the way of place-hunters in other directions. And then there is another. Mr. Cherry also wants it. The penitentiary of which he is the recognized head, is a large receiver and shipper of freight. The freight bills paid by that institution, both in and out, aggregate a large sum, estimated at \$70,000 to \$80,000 annually.

True, the railroads are already carrying at a low rate, a very little above cost, but what matters that if Mr. Cherry can get his commission and secure a reduction to one-half? It will put into his pocket \$30,000 to \$40,000 annually. This is worth striving for, because it helps Mr. Cherry, even though by the process it bankrupts every road in

With this in view, is it any wonder that gentleman should suddenly have turned Democrat, and, as all turn-coats, now endeavor to out-Herod Herod in his zeal for the Democratic cause, and demand through his organ that everybody who fails to subscribe to his plans shall be read and written out of the party? And is it at all strange, with this large sum of money in view, that Mr. Cherry is owning one daily paper, and by purchase of a majority of the stock, seeking to control another? Does anybody believe that the wild and reckless ravings of Mr. Cherry's World in favor of a railroad commission are actuated by any desire be-yord what will serve Mr. Cherry?

As we go along we had as well reach for the true inwardness of these matters. I myself have no concealments. I am a railroad man, interested to a limited degree in the securities of Ternessee roads. I do not intend, if I know it, to lie upon my back while this or that man and his followers tie me hand and foot, and, under the guise of party platforms and the party lash, deprive me of my right. me of my rights. Democracy does not require this at my hands; on the contrary, it spurns every thing which smacks of rings, or an unholy aim to take that which be-

But the people, intelligent and always honest, are becoming aroused to the importance of this question. They are getting nearer the railroads, and the roads are getting nearer the people. "Middle men" in the shape of a commission seeking to keep them apart are not wanted. The plans of the clan are being rapidly devel-oped; their schemes will be upset; the "isms" and "side issues" sought to be fastened upon the Democratic party by a few men, led by an interested new convert, will be lopped off, and the old party return to the cardinal principles which, near a century ago, gave it birth. E. B. STAHLMAN.

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	a raccions, n	O. E. LIL	as, an pr	oportio	n.
	1.182	OF	PRIZES	,	
10	CAPITAL	PRIZ	E		\$75,000
1	do	do			25,000
1	do	do	*****		10,000
9	PRIZES of	\$6.00	00		12,000
5	do		00		
10	do	1,0	00		10,000
20	do	5	00		10,000
100	do	2	00		20,000
300	do	1	00		30,000
500	do		50		
1000	do		25	*****	25,000
	Appre	xima	tion Pri	izes.	
9	Approxima	tion p	rizes of	\$750	6,750 4,500

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